

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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COUNTRY East Germany

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SUBJECT Ministry of Transport: Operation of the
Chief Dispatcher's Office

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SUPPLEMENT TO
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1. The Chief Dispatcher's Office in the Ministry for Transportation (under the Main Administration for Operations and Traffic) is subdivided into three departments - Operating Facilities (Fahrdienst), Traffic, and Locomotive Service (Lokdienst). The representative of each of these departments assists Chief Dispatcher Maeder (fnu) who directs the Office. A Shift Dispatcher actually runs the Office during the course of a shift and is responsible for the operative work of all three branch departments.

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2. The Operating Facilities Department is composed of two Control Dispatchers (Kontrolldispatcher), Control Dispatcher I (Kd I) who has charge of the Reichsbahndirektionen Greifswald, Dresden, Cottbus, and Berlin, and Control Dispatcher II (Kd II) in charge of Reichsbahndirektionen Halle, Magdeburg, Erfurt, and Schwerin.

3. Functions of the Control Dispatchers - At 6:00, 14:00, and 22:00 hours the Control Dispatchers receive operational situation reports from the individual Reichsbahndirektionen listing:

a) Use of the entry tracks (Einfahrtgleise) to the most important East German shunting stations, specifying empty tracks and those in use.

b) Uncoupled trains, i.e. those freight trains which at the time of the report are not coupled with locomotives and cannot be moved within the next 6 hours. These trains are described by number, location, destination station, time and cargo.

c) Backwash trains (Rueckstauzuge), i.e. trains not accepted Reichsbahndirektionen for any reason.

d) Operational difficulties of the individual Direktionen described in brief key phrases.

At 22:00 hours the following additional reports come in:

a) Delays of over 10 minutes for interzonal trains.

b) Train movements, classified according to passenger and freight trains.

c) Delays of passenger and freight trains by individual Reichsbahndirektionen.

d) Backwash trains broken down according to origin, whether from the East,

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These reports are entered in special books and presented to the Chief Dispatcher each morning. From them he formulates the work for the individual Direktionen and puts together the situation report. The reports from the Traffic Service which are received at the same time as the operation reports are also brought to the Chief Dispatcher daily for evaluation.

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4. A staff conference is held every day, including Sundays, at 9:00 hours, attended by representatives of the Chief Dispatcher's Office, the Main Administrations for Operations and Traffic, for Machine Service, and for Railway Car Maintenance, as well as by the Ministry's Party Secretary. In particularly serious situations, the State Secretary also appears. At this staff conference, the work for the next 24 hours is determined.

5. The daily situation report with specific assignments - but without the operation numbers - is then sent to the individual Reichsbahndirektionen by teletype. After transmittal, the teletype office delivers the teletype rolls to the Chief Dispatcher's Office, where they are numbered and locked in the safe. Copies of the report go to the Ministry for Transportation, the State Secretary for Railroad Matters, the State Planning Commission, Statistics, and the State Security Service. The operation numbers are transmitted separately through the Dispatcher's Office by radio telephone. The situation report is made up of:

- a. A slogan from the current Neues Deutschland newspaper,
- b. Operation numbers,
- c. Railway car movements,
- d. Average delays in each Reichsbahndirektion, in passenger and freight trains,
- e. Special remarks (Im besonderem)
- f. Orders for the day (Fuer die weitere Arbeit wird befohlen).

6. Control Dispatcher I handles, in addition, all border traffic to the East.

Border crossings of the Reichsbahndirektion Greifswald - Grambow (Scheune)

Border crossings of the Reichsbahndirektion Berlin - Kuestrin and Frankfurt/Order

Border crossings of the Reichsbahndirektion Cottbus - Horka, Guben and Forst. (At train be operating.)

A transfer to [REDACTED]

- a) At Grambow, one empty O-Wg-Zug (PKP) and a train with mixed freight is delivered daily.

At Kuestrin, potash trains are sent in the direction of Danzig, generally 1 train of 60 cars and 1,200 to 1,300 tons of potash content daily. The potash comes chiefly from the Unterbreizbach or Sollstedt mines near Erfurt.

At Frankfurt/Oder, empty PKP-O-Wg, loaded trains (bei Zuege), tank cars, refrigerator cars, and military transport are delivered.

At Horka, it is mostly empty PKP-O cars, on the average, 6 trains of 60 cars a day.

At Forst, generally only empty cars are turned over.

On the whole, 1,500 to 1,600 railway cars are delivered to Poland daily (these are empty PKP-O-Wg.) The planned quota of 1,800 empty cars daily has not yet been achieved. There are approximately 2,000 Polish railway cars in East Germany every day.

- b) The Chief Dispatcher's Office has a direct telephone line to the Railroad Ministry in Warsaw. Every day, generally about 11:00 hours, Warsaw calls and passes on its requirements for the next day. The Shift Dispatcher thereupon gets in touch with the control offices for the various types of railway cars and learns their location. Oil tank cars are generally in Marzahn near Berlin, Fuerstenberg/Havel, Krumpa (a washing installation for tank cars is also located here), Riesa (gasoline tank cars) in Ruhland. Refrigerator cars stand in the Berlin-Wriezen station. The Chief Dispatcher's Office then calls the appropriate Reichsbahndirektion and arranges the necessary removals.

7. All special freight trains not under Bezirk jurisdiction which are not carried on the regular schedule are reported to the Chief Dispatcher's Office by the individual Reichsbahndirektionen. Between 40 and 60 of these special trains are logged during a 24 hour period in a special book as follows:

Special Train	from	to	leaving	Bw
1901	Angermuende	Halle	Eberswalde	Pankow
7474 B			1:08	3:20
				562334

The Locomotive Service acquainted with the Bw (locomotive) in question receives a copy of the entry that Locomotive 562334 Bw Eberswalde is in movement. The Chief Dispatcher's Office informs the appropriate Reichsbahndirektion that a special train

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with an Eberswalde locomotive is [REDACTED] time to get another locomotive re Pankow to Halle is coupled. By this system, which was introduced in January 1955, empty locomotive trips back to the home station (Heimat Bw) are practically eliminated. By the end of May 1955, the procedure had saved some 30,000 DME in coal and had also cut down somewhat on car movements.

8. Control Dispatcher I also has jurisdiction over the Berlin S-Bahn although not for operational purposes. The Dispatcher merely accepts reports relating to the S-Bahn's course of operations and passes them on to the appropriate authorities. Reports of western propaganda activities in the West Berlin S-Bahn stations are transmitted to the State Security Service over Basa Number 22 254 (The Basa network is the internal Reichsbahn telephone network). In cases of a disruption of operations, not only the State Security Service, but also the Main Administration head, the Security Inspection and - if the disturbance is serious enough - the State Secretary are notified. All operational disturbances from 3rd to 1st degree are reported to the Chief Dispatcher's Office.

9. The chief functions of the control dispatchers are supposed to be the supervision and guidance of all operational facilities. Due to the mass of reports, which take up two-thirds of the working time, however, the dispatchers are generally unable to cope with everything. As a result, the institution of a third control dispatcher post is now planned. Under the new plan, one man will handle the Reichsbahndirektionen Greifswald, Berlin, and Cottbus, the second Halle and Magdeburg, while the third will take care of the remainder.

10. Although the personnel plan (Stellenplan) of the Dispatcher's Office provides an adequate number of employees, the necessary railroaders for the jobs are not to be found. The Cadre Department refuses many of these proposed on the grounds of political unsuitability. Employees working in the Ministry use every possible excuse to avoid taking the jobs - in the first place, those in the Dispatcher's Office must subscribe to the quarterly premium (Quartalsprämie), but not those in the Ministry. Secondly, 6% of the yearly wages of Dispatch Office employees are withheld by law for "improving the living conditions for railroaders". Ministry employees fall into the administrative category, and lose only 3% of their wages. And too, there is less pressure on Ministry employees.

11. A newly-introduced duty roster for dispatchers (with the exception of station dispatchers) boasted a 40-hour work week and no rapid shift changes i.e. an afternoon shift immediately after a morning shift. The duty roster was compiled to keep the same group always working together on the same shift. After a brief study, however, it became apparent that despite the 40-hours week there was only one 72-hour break (Friday afternoon to Monday evening) and one free Sunday possible during a four-week period. Otherwise the roster called for duty every day, week in and week out. In addition to duty time in a 208-hour period, 4 hours of political training were required, 2 hours of duty instruction, and 16 hours travelling the lines. To get in the 16 hours of line travelling, the railroader is forced to use either his free time, or to travel to his share of posts immediately after finishing the night shift. In addition, a conference of Reichsbahn employees is held every four weeks for the purpose of exchanging experiences. While there is no formal compulsion to attend, most prefer not to be conspicuous by continual absence and thus often sacrifice the Saturday from their one free weekend.

1/. Comment: Polish State Railroads.

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Border crossings of the Reichsbahndirektion Berlin - Kuestrin and Frankfurt/Order
Border crossings of the Reichsbahndirektion Cottbus - Horka, Guben and Forst. (At the end of July 1955, Coerlitz station will again be operating.
A transfer book of the PKP,¹ is maintained for the border crossings.

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